

President's report for year 2021

The CEAS Board of Trustees appointed me as President of the Council for the year 2021. It is for me a privilege and a great honour hold this position, which I consider a recognition of the historical contribution of the Italian association AIDAA to the development of CEAS. Along with a new President, CEAS has also appointed a new Director General, prof. Andrea Alaimo from the University of Enna and also proposed by AIDAA.

Very sadly, the year started with the premature death of Christophe Hermans, former CEAS President and still extremely active within the Council. With his death, CEAS has lost an excellent manager and a very dear, dedicated and valued colleague who was appreciated by everyone. He will not be forgotten.

CEAS AT WORK

Despite the continuous need of online meetings, CEAS has managed to achieve a series of positive results and actions.

With the intent to increase its visibility and range of action, CEAS has amended its Statutes and Bylaws, adapting them to the evolution of the European context. It is CEAS's ambition to become the obvious European focal point fostering knowledge dissemination and provide a platform for all European individuals and organizations engaged in aerospace activities. To further grow and increase critical mass and visibility, CEAS not only has to engage with other organizations, but CEAS must entice organizations to become a full member with a sufficiently attractive role, influence and impact. The amendments to the current Statutes and Bylaws take into account the protection of the principle of one-nation-one-vote in the essence of the decisions that preserve the identity of CEAS, as well as the benefits of opening its structures to the enriching participation of other transnational organizations of recognized prestige in the aerospace sector. Four main objectives are achieved with these changes:

1. recognition of entities with significant contributions to and support of the association, including national societies as well as European aerospace agencies;
2. adapt to current trends in Europeanisation of the aerospace industry landscape;

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3. recognition of the “current practice” within CEAS, where some Corporate Members such as ESA and Eurocontrol participate with the same involvement and responsibilities as National Societies and this is welcome and appreciated by the Board of Trustees;
4. preserve CEAS identity.

In parallel to the change of Statutes and Bylaws, another important action pursued by CEAS has been the strengthening of its relations with similar organisations in Europe, understanding that each organisation has distinctive characters and objectives. Most of them have complementary objectives and lines of action, therefore mutual collaboration can bring benefits to the European aerospace community. This is indeed a part of CEAS obligations, resulting from the MoUs and Cooperation agreements already signed. With these objectives, dedicated (online) meetings were organised with ICAS, AAE and EUCASS.

CEAS Women in Aerospace Conference

In June, a new initiative strongly supported by AIAE – Asociación de Ingenieros Aeronáuticos de España was held online: the first CEAS Women in Aerospace Conference. This interesting event was organised with very dynamic round tables and excellent speakers from across Europe, including students. The widest representation of the aerospace sector has been ensured with panellists from different entities: industry, national authorities, international organizations, and academia. The conference has been associated to a contest on “How to promote STEM careers among the youngest generation” proposed to university students.

AEC-2021

AEC2021 was the first in-person event organized by the CEAS since the outbreak of the Covid pandemic. I am extremely grateful to the PSAA who accepted the challenge and risk of the organization, together with the Łukasiewicz Research Network - Institute of Aviation and the Warsaw University of Technology. Anticipating what could have been the global health situation, the organization was planned from the start in hybrid mode, allowing for a mix of online and on-site presentations. Unfortunately, there was a rapid increase in Covid infections in many countries in the few weeks leading up to the event, creating stronger travel restrictions and forcing many attendees to return to participation online rather than on-site. Overall, about 50% of the presentations were online. The local organizing committee did a great job of handling even the last-minute

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changes in presentation mode and the mix of online and on-site presentations was handled very smoothly and hassle-free.

Even in a smaller format compared to past editions of the conference, the sessions touched on many different topics and all the sessions I attended saw interesting presentations and debates. I would like to highlight two themes that were presented in the plenary conferences. The first concerns the plenary session held by the president of the Air and Space Academy, on the relationship between air transport and the climate challenge. The messages included in the presentation cover technological aspects, business models and institutional arrangements that all together can contribute to the decarbonisation of the aviation sector. This necessarily requires a political approach at the international level, as air transport is by its nature a means of long-distance transport and is for the most part an international activity. The second relevant topic concerns the active control of flow, loads and noise on the new generation wing, which is the activity of the AFLoNext project. This is a four-year project coordinated by Airbus with the aim of demonstrating and maturing highly promising flow control technologies for new aircraft configurations to achieve a qualitative leap in improving aircraft performance and therefore in reducing environmental impact. The challenging objectives were addressed by a massive project consortium of forty European partners from fifteen countries. The project was also awarded the CEAS Technical Award.

The participants on site appreciated the quality of the venue, extremely comfortable and with excellent logistics. Even with a small number of participants on site, the discussions within the sessions and during the informal breaks were stimulating and useful and, in this regard, I think that the event should still be considered a success because it gave the opportunity to get out of the virtual meeting mode for those who have managed to travel. How much these discussions will generate new ideas and projects is not yet known, as usual the scientific success of a conference is not measurable immediately after the end of the event.

GENERAL ASSEMBLY AND BOT MEETINGS DURING 2021

The General Assembly was held two times along the year, in April and November, while the BoT Meeting was held online in February and April and in hybrid mode in November. The CEAS Board of Officers meeting was held also two times along the year, in March and October. At the end of the year, the CEAS Officers appointed for 2022 are the following:

- CEAS President, Prof Franco Bernelli Zazzera.
- Vice-President Publications and External Relations, Mr Pierre Bescond.

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- Elected Vice-President Awards and Membership, Mr Anders Blom.
- Vice-President Finance, Dr Cornelia Hillenherms.
- Director General, Prof Andrea Alaimo.
- Aeronautics Branch Chairman, Prof. Jonathan Cooper.
- Space Branch Chairman, Dr Britta Schade.

Next to the ordinary activities and discussions within the CEAS bodies, some major and important decisions have been taken along the year.

The most notable is indeed related to the amendment of the CEAS Statutes, deposited to the notary in early November and ready for registration in the Belgian Gazette.

Regarding the discussion with ICAS, it has been proposed to organize one of the BoT meetings of 2022 during the ICAS Congress in Stockholm in September 2022.

Discussions with AAE have made it possible to secure a plenary talk from the President of AAE during the AEC 2021.

Regarding cooperation with EUCASS, this was discussed during a meeting with EUCASS President, Mr Alain Merlen, and with Mr Christopher Bonnal, member of EUCASS Board. Both sides, CEAS and EUCASS, expressed willingness to establish some form of cooperation. EUCASS is open for cooperation and proposed CEAS to organize a session during the upcoming EUCASS Congress in Lilie, France in 2022. The idea that CEAS should consider organizing a Conference together with EUCASS was also discussed, underlying the added value for CEAS stemming from the organization of such a joint conference. EUCASS already decided on a venue for the 2023 Conference and if CEAS would decide to organize the event in Switzerland, Lausanne, then a joint conference would be organized. EUCASS will need confirmation by spring, so CEAS should conclude the proposal for 2023 event until that time.

Prof Franco Bernelli – President of CEAS

Milano, 21.12.2021.

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